

Fifty Year Index

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Since the first Bulletin was published in the spring of 1921, the Society has produced over 135 issues. These volumes fill four and one half feet of shelf space, contain about 13,000 pages and represent the patient work of over two hundred and fifty authors. They are surely one of the richest stores of technical, corporate and biographical information available on American railroads.

The earliest Bulletins are limited largely to New England subjects but as the Society grew, the geographical interest widened to embrace the entire country. The west coast railroads are particularly well represented in our pages. Special Bulletins have been issued on railroads of Wisconsin and Florida, while other issues have been devoted to the Chicago and North Western, the Southern Pacific and the Santa Fe. During the life of Robert Brown, Canadian railways were well covered in our pages. Space has also been given to overseas developments.

Readers will find many delightful side lights such as articles on ice railways, wooden railways and even a ship's railway. Another article tells of the Mountain Express, a deluxe, three car all Pullman train operated only in the summer. Its crew was always smartly dressed and the conductor always wore a flower in his lapel. And how about the railroad that operated only at night over some of the worst track in the nation — we have a history of it.

Locomotive builders have been a big interest with the Society's members and we have tried to satisfy that interest with articles on the major works including Taunton, Portland, Lima, and Mason. Many obscure builders such as Booth & Co., Dewey Brothers and Dennis, Wood and Russell have been covered as well. But surely the most important single contribution of the Society has been the publication of locomotive rosters. These are aimed at the hard-core engine buff and none of our Bulletins are more eagerly sought than those featuring locomotive lists of a major road.

It is my hope that this index will provide future historians with a spring board to plunge further into the history of railroad and locomotive development.

Readers should note that individual listings have, wherever possible, been consolidated under broad topical headings, such as biographies, locomotives, rails, etc. The Bulletin number is shown in *italics*; the page number is in regular type. In addition numbers have been

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assigned to the Special Bulletins to avoid the necessity of title listings in the index. These are noted below:

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Facetiae

Fast Run on the Santa Fe.

The Atchison, Topeka & Santa Fe Ry. made a fast run from Los Angeles to Chicago this week with a special train hauling Mr. Walter Scott, an eccentric miner from California, whom the newspapers report as having recently had much success in mining ventures, insomuch that he could afford the luxury of a private train. He left Los Angeles at 1 p.m. July 9 under contract with the railway at an expense of \$5500 to "run regardless" all the way to Chicago. A schedule of 48 hours and 10 minutes was fixed. The previous record for the distance for a special was 57 hours and 56 minutes. Conditions favored the trip and as a result some good bursts of speed were made. The entire distance of 2246.9 miles was covered in 44 hours and 56 minutes. The train consisted of an engine, baggage car, dining car, and Pullman combination sleeper. Between Chillicothe and Coal City, Ill., a distance of 71 miles, the speed was at the rate of 65.5 miles an hour. In its trip from California the special passed through eight states and engines were changed at 20 division points. The fastest change of engine was accomplished at Needles, Cal., where the time consumed was only 80 seconds. Eliminating stops, or "dead time," which aggregated 59 minutes, the special made the run in 43 hours and 55 minutes, or an average for the entire distance of 51.1 miles per hour. At latest accounts Mr. Scott was waiting in Chicago trying to charter a train to make the run to New York in 13 hours. It is understood that he has met with some refusals on that proposition.

(*Railroad Review* July 15, 1905)

Chronology of the R&LHS

- Spring 1921** Roy W. Carlson, Arthur Curran, C. E. Fisher and Warren Jacobs form the R&LHS.
- Spring 1921** First Bulletin published.
- December 1921** 54 Members in the Society.
- 1923** Society is incorporated by State of Massachusetts.
- December 1925** 190 Members in the Society
- November 1927** Museum rooms occupied in the Baker Library.
- December 1927** 206 Members in the Society
- December 1930** 254 Members in the Society
- 1934** New York Chapter organized.
- December 1935** 414 Members in the Society
- 1936** First Special Bulletin published.
- 1936** Chicago Chapter organized.
- 1937** Pacific Coast Chapter organized.
- 1939** Twin Cities Chapter organized – since closed.
- December 1940** 529 Members in the Society
- 1940** Virginia & Truckee's *Genoa*, D. L. & W.'s 952 and two coaches were given by Eastern Presidents Conference.
- 1942** Museum Rooms closed, exhibits stored.
- December 1945** 811 Members in the Society
- 1947** Northern Indiana Chapter formed – since closed.
- 1948** Exhibit Rooms reopen Baker Library.
- December 1950** 1094 Members in the Society
- 1953** Southern California Chapter formed.
- 1953** D. L. & W. No. 952 given to St. Louis Museum of Transport.
- 1955** 1198 Members in the Society
- Spring 1957** Museum Rooms closed Baker Library – moved to Edaville Railroad.
- April 1959** Bulletin No. 100 published.
- December 1960** 1487 Members in the Society
- December 1965** 1764 Members in the Society
- May 1970** C. E. Fisher resigns as Editor of the Bulletin.
- August 1970** Headquarters moved to Kresge Building, Harvard Business School.
- December 1970** 2080 Members in the Society.
- May 1971** C. E. Fisher is elected President Emeritus.

Worth Reading

conducted by H. H. HARWOOD, JR. and MONTY BAKER

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READERS NOTE—addresses for periodicals in this list may be found in the Union List of Serials available in most public libraries. Ph.D.'s are available from University Microfilms, Ann Arbor, Mich. 48106.

BOOKS

The Hiawatha Story, by Jim Scribbins; published by Kalmbach Publishing Co., Milwaukee, 1970. 267 pages. \$17.00

The Hiawathas were preeminently the City of Milwaukee's own trains. Nearly all the cars were built in Milwaukee Shops, all the trains save the Midwest Hiawatha served the city, and Milwaukee's name emblazoned every locomotive and piece of rolling stock. Thus, a book